

25X1A

1. GRC 152 ROUTE HAS SINCE BEEN PLOTTED FROM

STARTING AT THE NORTHERNMOST POINT OF ROUTE, RET TRACK DIVERGES

MARKEDLY FROM BRIEFED ROUTE. THE EXIT FROM DENIED TERRITORY WAS

WEST OF ANTUNG. PORT ARTHUR APPFARED IN RIGHT OBLIQUE EXPOSURES.

25X1A

HOW DO YOU EXPLAIN

137 TRACK AS ALMOST IDENTICAL WITH

BRIEFED ROUTE?

25X1A

2. P.I. WILL RE-PLOT ENTIRE ROUTE AND RE-SUBMIT PARA C OF

137. SUGGEST THAT P.I. MAY GAIN EXPERIENCE AND SOME GOOD

INSTRUCTION IF HE SPENDS SOME TIME WITH P.I. S AS THEY PLOT

TRACKER FILM. IF ANY QUESTIONS REGARDING TECHNIQUE OF TRACKER

PLOTTING, P.I. MAY GET GUIDANCE FROM INTEL STAFF AT HQS.

END OF MESSAGE

25X1A

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RELEASING OFFICER

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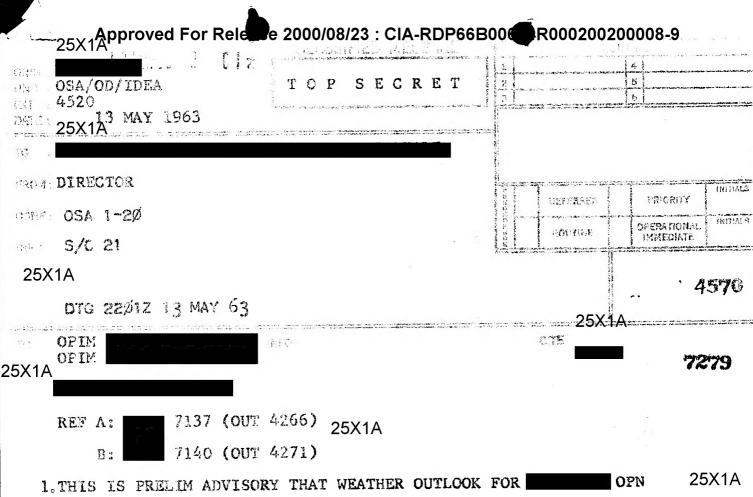
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25X1C



IS FAVORABLE FOR 15 MAY LAUNCH DATE. WISH EMPHASIZE THAT THIS IS
LONG RANGE OUTLOOK. ALERT WX BRIEFING WILL BE HELD 14 MAY AT WHICH
TIME REGULAR ALERT MSG SYSTEM WILL BE IMPLEMENTED OR OPN WILL BE
CANCELLED ACCORDING TO STATE OF WX FORECAST.

2. AT THIS TIME PROBABLE D-DATE FOR REF B IS 15 MAY. WILL ADVISE.

END OF MESSAGE

25X1A

C OD/OSA

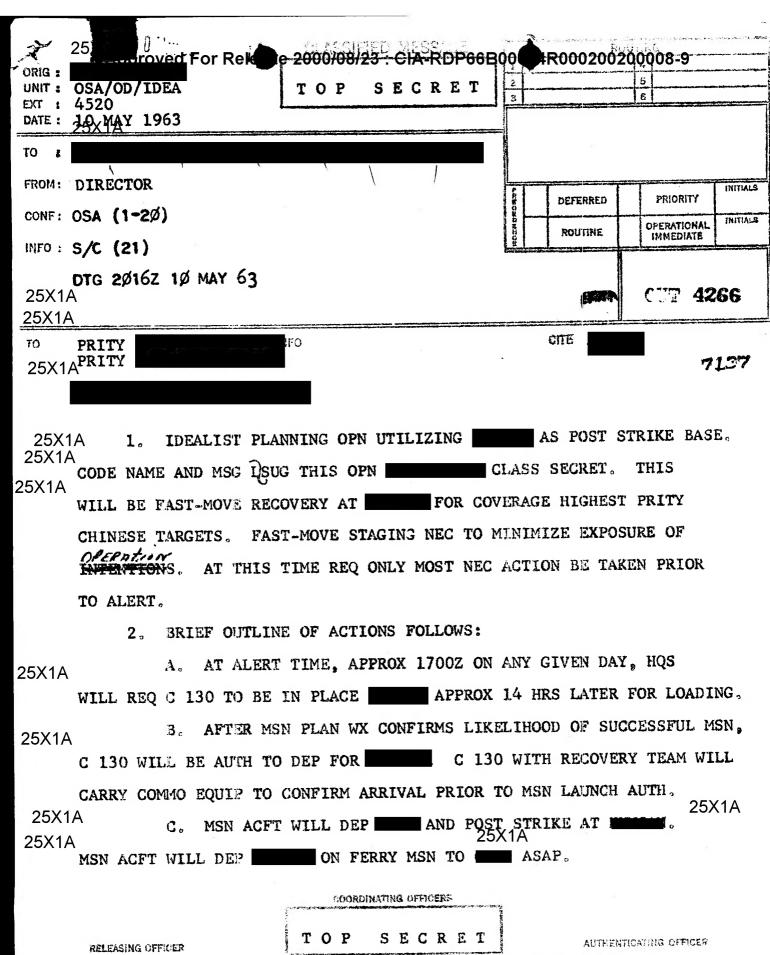
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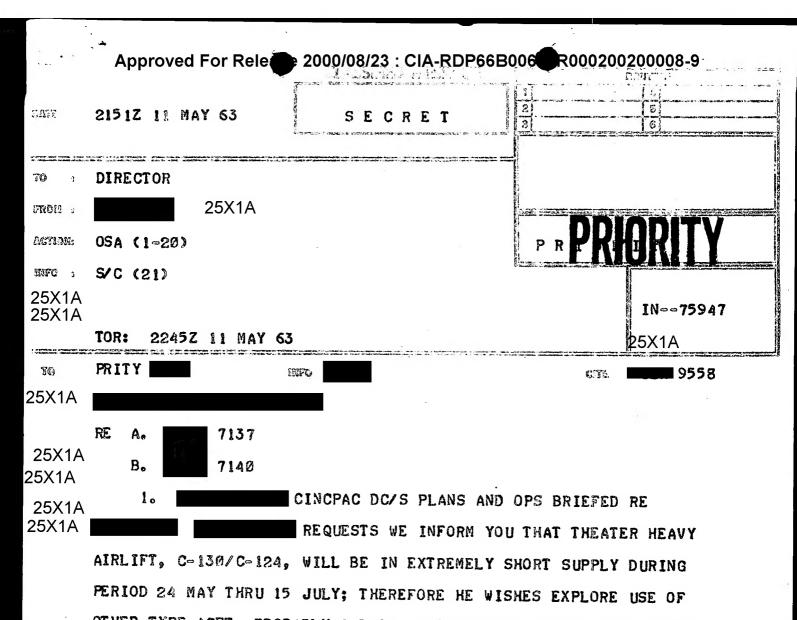
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25X1A		n state en		INFO			,	Description of the St.	ging an age Magin, and the comple	LWO STAN ANGENTO	CITE				
	25X1A D. AFTER FERRY MSN DEP, C 130 WILL LEAVE														
25/1/	25X1A WAIT AT FOR MSN TAKE AND THEN PROCEED TO X C 130														
	WILL	BE RELE	ASED AT												
		E,	SCHED	OF EV	ENTS	WIL	L BI	E FOR	RWARD	ED	when A	APPROV	/ED, BUT		
SHOULD NOT VARY SIGNIFICANTLY FROM THIS OUTLINE.															
25X1A 3. SUPPRESSION OF RADAR REPORTING FOR ARRIVAL OF OPNL MSN AND															
DEP OF FERRY MSN FROM WILL BE COORD BY STAGING TEAM CDR AT															
WILL ALSO BE ADVISED OF ROUTES AND TIMES.															
25X1A 4. WITH CONCURRENCE OF AFIGO-S, WILL BE REQ AT ALERT															
25X1A	TIME	TO COOR	D WITH	•		FOR	USI	e of			FOR T	IIS OF	PN. THIS		
25X1A 25X1A	WILL	ALLOW A	PPROX 2	3 HRS	BEF	ORE	ARR]	[VAL	OF C	13	TA 0			ALSO	
20/1/		BE REQ	TO PASS	SCHE	D OF	EVE	NTS	то					AT		
FIFTH AF COC APPROX 23 HRS PRIOR TO OPN.															
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- OTHER TYPE ACFT, PROBABLY C-54°S, FOR SUPPORT DURING THIS PERIOD.

 HE REQUESTS KNOW:

 A. NUMBER OF PEOPLE AND WEIGHT AND CUBE OF CARGO TO BE
- CARRIED C-130,

 B. WHETHER DIFFERENCE IN ENROUTE TIME BETWEEN C-130 AND
- C. ANY OTHER REASONS OR PROBLEMS WHICH REQUIRE USE OF $0-130^{\circ}\text{S}$.
 - 2. PLS ADVISE.

C-54 WILL IMPOSE ANY PROBLEMS,

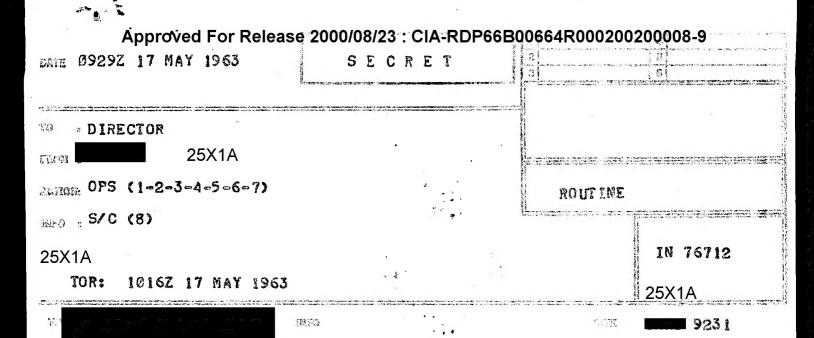
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- 1. REF PARA 1. A OF REF A. APPROX 19 PERSONS TO BE AIRLIFTED.
- 2. REF PARA I B OF REF A. FLT TIME DIFFERENCE BETWEEN SUBJECT AIRCRAFT IS INSIGNIFICANT. TOTAL WEIGHT IS 31,658. TOTAL CUBAGE IS 1970.
 - 3. REF PARA 1 C OF REF A. ALTHOUGH PERSONNEL HAVE NEVER EXPERIENCED A STAGING WITH C-54 TYPE AIRCRAFT WE ESTIMATE IT WOULD BE HIGHLY UNDESIRABLE DUE TO THE FOLLOWING REASONS:
- 1. THE MA-2 GROUND POWER VEHICLE COULD NOT BE AIRLIFTED

 25X1 SINCE IT WOULD NOT CLEAR THE C-54 LDADING DOOR OPENING. ALSO,

 DOES NOT POSSESS ENOUGH SUBSTITUTE EQUIP FOR THIS VEHICLE.
 - 2. DELOADING OPERATION WOULD BE LENGTHY. THE WEIGHT AND SIZE OF OUR CARGO, TOGETHER WITH OUR LIMITED LOADING EQUIPT (TUG), IS INCOMPATABLE WITH C-54 LOADING DOOR SINCE THE DOOR IS CONSIDERABLY ABOVE GROUND, IS SMALL, AND PROVIDES NO RAMP AS THE C-130 DOES.

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PAGE TWO

4. FYI MALLO CAN COMPLETE LOADING ABOARD C-130 FOR SUBJECT STAGINGS WITHIN ONE HOUR AFTER THE ARRIVAL OF THE AIRLIFT.

THIS IS OFFERED FOR YOUR PLANNING CONSIDERATIONS IN ALLOWING A LATER AIRLIFT NOTIFICATION AND ARRIVAL TIME.

END OF MESSAGE